CLAIMS

1. In a vehicle supported by a vehicle support surface, comprising, modules, with a horizontal length along axis of said vehile, wheel supports with an angular orientation, and a passenger environment with a spacial orientation, a method to reduce a wheel base of said vehicle, by reorienting said modules of the vehicle thereby reducing said horizontal length along axis of said vehicle of said module, without substantially changing the spacial orientation or an elevation from said vehicle support surface, of the passenger environment or changing the angular orientation of the wheel supports of said vehicle.

2. A vehicle with a wheel base and a vehicle structure, wherein said structure comprises a support arrangement for one or each of both of the front and rear of the passenger environment, each of said support arrangements comprising:

a) at least one central body tube with a first end and at least one attachment surface, attached by said at least one attachment surface to said passenger environment thereby providing it support;

b) at least one body extender tube with a first end and a second end, each of said at least one body extender tube being attached by its first end to the first end of each of said at least one central body tube said attachment comprising a slidable attachment;

c) a first motion control element with a first end and a second end having a controllable variable length between its ends, with said first end attached to the central body tube and the second end attached to the body extender tube;

d) at least one end connector tube that is connected with an end section of the vehicle comprising wheels and bumper arrangements, said at least one end connector tube being also connected to one of said body extender tubes;

thereby enabling said at least one body extender tube to slide in and out of said central body tube in a controlled manner at predetermined times thereby reducing and extending the wheel base of said vehicle respectively, while said vehicle is in operation.

3. A vehicle with a vehicle structure and wheel base as in claim 2, wherein said extension and reduction in wheel base are controlled to increase at least one of the level of passenger comfort and the level of maneuverability of said vehicle.

4. A vehicle with a vehicle structure and wheel base as in claim 2, wherein said extension and reduction in wheel base are controlled to decrease or increase the deceleration zone at predetermined times for impact protection of passengers.

5. The method of claim 1, wherein said reduction in wheel base is effected to increase the maneuverability of said vehicle.

6. A vehicle with a vehicle structure with an inner and an outer end, wherein said vehicle structure comprises a support arrangement for one of the front or rear of a passenger support platform comprising a passenger environment, said support arrangement comprising:

a) at least one central body tube with a first end and at least one attachment surface, attached by said at least one attachment surface to said passenger support platform thereby providing it support;

b) at least one end connector tube that is connected with an end section of the vehicle comprising wheels and bumper arrangements, said at least one end connector tube being slidably connected to each of said at least one central body tube, and is further attached to said central body tube by at least one element of variable axial length thereby allowing said at least one end connector tube to slide in and out of said at least one central body tube with the variation of length of said at least one element of variable axial length;

thereby, changing the length of the wheel base of said vehicle.

7. A vehicle as in claim 6, further comprising a module with an inner and an outer end, wherein said module is pivotally attached at its outer end to said vehicle structure at its outer end about a horizontal lateral axis, and wherein said module has a length in a substantially horizontal direction along the axis of said vehicle that decreases on inclination of said module about said lateral axis and wherein said vehicle structure further comprises at least one crank with a first end and a second end, each attached with its first end to the module near the inner end of said module, and each attached by its second end to the at least one central body tube, thereby pivoting said module upwards when said at least one end connector tube slides into the at least one central body tube, thereby decreasing the horizontal length of said module.

8. A vehicle with a vehicle structure as in claim 7, wherein said at least one element of variable length comprises a second shock absorbing element.

9. A vehicle with a vehicle structure as in claim 7, wherein said at least one element of variable length comprises a second motion control element.

10. A vehicle with a vehicle structure as in claim 6, wherein said at least one element of variable length is comprises a first shock absorbing element.

11 A vehicle with a vehicle structure as in claim 6 wherein said at least one element of variable length comprises a first motion control element.